**TIME IS IMPORTANT**
**Take TIME To Be SAFE**

### TERMINAL SUPERINTENDENT

D. P. BOYKIN.....Los Angeles Yard

### ASST. TERMINAL SUPERINTENDENTS

F. BOWMAN.....Los Angeles Yard
H. T. JOHNSON.....Los Angeles Yard
J. M. HARWELL.....Los Angeles Yard

### TRAINMASTERS

G. C. TOWNSEND.....Santa Barbara
W. F. CURRIER.....Los Angeles
P. W. DORNFELD.....Colton
R. V. WILLS.....Indio
R. R. BADGLEY.....Yuma

### ASSISTANT TRAINMASTERS

W. M. JONES.....Los Angeles Yard
M. L. PARK.....Los Angeles Yard
W. V. WILLIAMSON.....Los AngelesYard
J. F. SEATON.....Los Angeles Yard
W. HEFFNER.....Gemco
L. C. SCHERLING.....Gemco
W. J. BOSQUET.....Puente
J. R. POWELL.....Colton
R. D. BAMBURG.....El Centro
J. D. LAWSON.....El Centro

### ASSISTANT TRAINMASTER—DIVISION EXAMINER

R. C. SNYDER.....Los Angeles

### ROAD FOREMEN OF ENGINES

R. C. HAYDEN.....Los Angeles
R. M. ROBERTS, JR.....Los Angeles

### ASSISTANT ROAD FOREMEN OF ENGINES

H. M. SNYDER.....Los Angeles
W. B. BLEVINS.....Indio

### CHIEF TRAIN DISPATCHER

H. GALYAN.....Los Angeles

---

A. G. BAYS
Senior Assistant Superintendent, Los Angeles

W. C. MORRIS
Assistant Superintendent, Los Angeles

# SOUTHERN PACIFIC COMPANY

# LOS ANGELES DIVISION TIMETABLE

# 212

**EFFECTIVE SUNDAY, APRIL 27, 1958**
**AT 12:01 A. M.**
**PACIFIC STANDARD TIME**

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

---

W. D. LAMPRECHT,
*General Manager.*

E. D. MOODY,
J. A. McKINNON,
*Assistant General Managers.*

C. H. GRANT,
*General Superintendent of Transportation.*

J. M. HATCHER,
*Superintendent of Transportation.*

P. D. ROBINSON,
*Superintendent.*

# HOSPITAL DEPARTMENT SURGEONS

| LOCATION | NAME | TITLE |
|---|---|---|
| San Francisco | Dr. V. M. Strange | Chief Surgeon |
| Los Angeles | Dr. M. T. Steele | Assistant to Chief Surgeon |
| Los Angeles | Dr. R. G. Stern | Division Surgeon |
| Inglewood and Hyde Park | Dr. E. D. Charland | District Physician and Surgeon |
| Inglewood | Dr. D. E. Levenson | Emergency Surgeon |
| Huntington Park | Dr. H. F. Oakes | District Physician and Surgeon |
| Eagle Rock | Dr. A. E. Hollenbeck | District Physician and Surgeon |
| Eagle Rock | Dr. W. J. Ekroth | District Physician and Surgeon |
| Montebello | Dr. D. L. Wood | Emergency Surgeon |
| Hollywood | Dr. Virgil P. Arklin | District Physician and Surgeon |
| Hollywood | Dr. C. M. Dolan | Emergency Surgeon |
| North Hollywood | Dr. A. C. Stirling | District Physician and Surgeon |
| Burbank | Dr. Karl Stadlinger | District Physician and Surgeon |
| Canoga Park | Dr. M. S. Sumner | Emergency Surgeon |
| San Fernando | Dr. Walter G. Case | District Physician and Surgeon |
| Newhall | Dr. E. C. Innis | District Physician and Surgeon |
| Santa Monica | Dr. L. E. Croft | Emergency Surgeon |
| Compton | Dr. C. M. Leggitt | Emergency Surgeon |
| Long Beach | Dr. E. Russell Cullen | District Physician and Surgeon |
| Long Beach | Dr. M. C. Todd | District Physician and Surgeon |
| Wilmington | | District Physician and Surgeon |
| Wilmington | Dr. A. H. Nerad | Asst. Dist. Physician and Surgeon |
| Wilmington | Dr. G. H. Quillen | District Physician and Surgeon |
| San Pedro | Dr J. L. Bloch | District Physician and Surgeon |
| Downey | Dr. E. H. Welcome | Emergency Surgeon |
| Whittier | Dr. Gerald H. Evers | Emergency Surgeon |
| Norwalk | Dr. Curtis R. Paxman | Emergency Surgeon |
| Anaheim | Dr. B. D. Roberts | Emergency Surgeon |
| Santa Ana | Dr. Eugene B. Sive | District Physician and Surgeon |
| Santa Ana | Dr. L. J. Cella | Asst. Dist. Physician and Surgeon |
| Pasadena | Dr. Thomas A. Wynne | District Physician and Surgeon |
| Pasadena | Dr. Z. T. Malaby | District Physician and Surgeon |
| Alhambra | Dr. T. C. Nicola | Emergency Surgeon |
| Alhambra | Dr. E. W. Gilbert | Emergency Surgeon |
| San Gabriel | Dr. G. Glenn Dollinger | Emergency Surgeon |
| El Monte | Dr. A. S. Sonnenberg | District Physician and Surgeon |
| El Monte | Dr. H. W. Lashier | Asst. Dist. Physician and Surgeon |
| Puente | Dr. W. W. Schultz | District Physician and Surgeon |
| Puente | Dr. E. A. Potts | Asst. Dist. Physician and Surgeon |
| Covina | Dr. J. H. Austin | Emergency Surgeon |
| Covina | Dr. W. P. Thearle | Emergency Surgeon |
| Pomona | Dr. D. B. St. Clair | District Physician and Surgeon |
| Ontario | Dr. Clark Q. Green | Emergency Surgeon |
| Colton | Dr. L. E. Ellenberger | District Physician and Surgeon |
| Colton | Dr. W. C. Engel | District Physician and Surgeon |
| San Bernardino | Dr. Allen L. Haenszel | District Physician and Surgeon |
| San Bernardino | Dr. C. M. Hadley | Oculist and Aurist |
| San Bernardino | Dr. Frederick H. Hull | Oculist and Aurist |
| Riverside | Dr. Thomas A. Card | District Physician and Surgeon |
| Redlands | Dr. H. A. Hill | District Physician and Surgeon |

| LOCATION | NAME | TITLE |
|---|---|---|
| Banning | Dr. A. L. Bramkamp | District Physician and Surgeon |
| Banning | Dr. J. Nagy | Asst. Dist. Physician and Surgeon |
| Beaumont | Dr. Donald L. Cox | Associate District Physician and Surgeon |
| Palm Springs | Dr. C. H. Woodmansee | District Physician and Surgeon |
| Indio | Dr. R. R. Dannebaum | District Physician and Surgeon |
| Indio | Dr. Grant W. Lee | Asst. Dist. Physician and Surgeon |
| Indio | Dr. Alfred L. Piser | Oculist and Aurist |
| Calipatria | Dr. N. K. Caldwell | Emergency Surgeon |
| Brawley | Dr. A. H. Foster | Emergency Surgeon |
| Brawley | Dr. C. M. Cutshaw | Asst. Dist. Physician and Surgeon |
| Brawley | Dr. G. C. Holleran | District Physician and Surgeon |
| Brawley | Dr. T. B. Price | Asst. Dist. Physician and Surgeon |
| El Centro | Dr. B. E. Schoensee | District Physician and Surgeon |
| El Centro | Dr. John E. Haworth | District Physician and Surgeon |
| Calexico | Dr. M. P. Ajalat | District Physician and Surgeon |
| Mexicali | Dr. Mario Flores | District Physician and Surgeon |
| Mexicali | Dr. G. H. Salazar | Asst. Dist. Physician and Surgeon |
| Yuma | Dr. C. S. Powell | District Physician and Surgeon |
| Yuma | Dr. Wm. H. Lyle | Asst. Dist. Physician and Surgeon |
| Yuma | Dr. J. F. Stanley | Asst. Dist. Physician and Surgeon |
| Yuma | Dr. Robert A. Stratton | Asst. Dist. Physician and Surgeon |
| Yuma | Dr. James Volpe, Jr. | Refractionist |
| Glendale | Dr. E. A. Westphal | District Physician and Surgeon |
| Glendale | Dr. E. A. Taylor | Asst. Dist. Physician and Surgeon |
| Canoga Park and Reseda | Dr. M. S. Sumner | Emergency Surgeon |
| Van Nuys | Dr. Russell B. James | Asst. Dist. Physician and Surgeon |
| Fillmore | Dr. H. B. Osborn | District Physician and Surgeon |
| Saticoy | Dr. A. W. Cruden | Emergency Surgeon |
| Moorpark | Dr. John O. Jones | Emergency Surgeon |
| Oxnard | Dr. K. V. King | Emergency Surgeon |
| Ventura | Dr. H.R. Henderson | District Physician and Surgeon |
| Ojai | Dr. C. G. Drace | Emergency Surgeon |
| Carpinteria | Dr. G. Horace Coshow | District Physician and Surgeon |
| Santa Barbara | Dr. Kent R. Wilson | District Physician and Surgeon |
| Santa Barbara | Dr. G. T. Flynn | Asst. Dist. Physician and Surgeon |
| Santa Barbara | Dr. W. R. Johnston | Oculist and Aurist |
| Santa Barbara | Dr. W. H. Johnston | Oculist |
| Santa Barbara | Dr. W. B. Gibb | Oculist |

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

## HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO
DIVISION HOSPITAL.....SANTA FE HOSPITAL, LOS ANGELES
EMERGENCY HOSPITAL.....GENERAL SHOP YARD, LOS ANGELES
EMERGENCY HOSPITAL.....TAYLOR YARDS, LOS ANGELES
EMERGENCY HOSPITAL.....COLTON

# WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.

Los Angeles.....
- Druyun & Scher, Merit Watch Co., 616 S. Main St.
- Geo. D. Davidson Co., 445 S. Spring St.
- Chas. J. Weir, 3161 Glendale Blvd.
- Jos. J. Tholt, 598 West Ave. 28
- Down's Jeweler, 4832 Whittier Blvd.
- Carl Kimmell, 7512 Sunset Blvd.
- Paul W. Brown, 2618 Pasadena Ave.
- Clayton W. Riggs, 4944 Huntington Dr. So.

Ocean Park.....B. Rubenfeld
San Fernando.....F. G. Marshall
Huntington Park.....Podmore's
Glendale.....J. J. Seltzer, Parr's, 102 East Broadway
Temple City.....M. J. Fitzjohn
Santa Ana.....R. H. Ewert
Oxnard.....Bond's Jewelers
Santa Barbara.....Cecil Eggelton, 1103 State St.
Wilmington.....C. M. Wright & Son
San Pedro.....Perham's
Long Beach.....Leo Miller
Pasadena.....J. Herbert Hall Co.
Alhambra.....H. E. Wellman
El Monte.....J. E. Buchanan
Puente.....A. W. Heirsch, 110½ North First St.
Covina.....W. D. Boal
Pomona.....Lloyd Morrison, 146 W. Holt Ave.
Pomona.....W. R. Parsonage, 196 W. Second St.
Colton.....Miller's Jewelers, 176 No. 8th St.
Colton.....J. A. McDonald
Redlands.....Howard S. Smith
Banning.....B. B. Felts
Indio.....Indio Jewelers, 45-261 Jackson
Yuma.....Edwards Jewelry Co., 244 Main St.
Yuma.....Marti Jewelry, 1076 Fourth Ave.
Van Nuys.....C. H. Berggren
Ventura.....G. J. Adamson
Brawley.....Al Johnson
El Centro.....J. L. Bledsoe
Fillmore.....Duard E. Goble
San Bernardino.....Brand Jewelers

# AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

| INITIALS | KIND OF CAR | Inside Length | NON AIR CONDITIONED | | AIR CONDITIONED | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COOLING SEASON | | | | NON-COOLING SEASON | | | |
| | | | Steel | Steel Under-Frame | ACI | ACEM | ACW | ACS | ACI | ACEM | ACW | ACS |
| **Conventional Equipment:** | | | | | | | | | | | | |
| SP.... | Box—Express..... | 41′ | 24 | | | | | | | | | |
| SP.... | Baggage..... | 60′ | 48 | 40 | | | | | | | | |
| SP.... | Baggage..... | 61′ | | 45 | | | | | | | | |
| SP.... | Baggage..... | 66′ | 65 | 54 | | | | | | | | |
| SP.... | Baggage..... | 70′ | 63 | | | | | | | | | |
| SP.... | Baggage and Mail.... | 60′ | 56 | | | | | | | | | |
| SP.... | Baggage and Mail.... | 66′ | 68 | 60 | | | | | | | | |
| SP.... | Baggage and Mail.... | 69′ | 64 | | | | | | | | | |
| SP.... | Baggage and Mail.... | 70′ | 66 | | | | | | | | | |
| SP.... | Baggage and Psgr..... | 60′ | 51 | | | | | | | | | |
| SP.... | Baggage and Psgr..... | 61′ | | 58 | | | | | | | | |
| SP.... | Baggage—Horse..... | 70′ | 67 | | | | | | | | | |
| SP.... | Baggage—Horse..... | 80′ | 75 | | | | | | | | | |
| SP.... | Postal..... | 40′ | 42 | | | | | | | | | |
| SP.... | Postal..... | 60′ | 59 | | | | | | | | | |
| SP.... | Postal—Storage..... | 60′ | 54 | | | | | | | | | |
| SP.... | Postal—Storage..... | 61′ | 61 | | | | | | | | | |
| SP.... | Club..... | 75′ | | | 83 | | | | 80 | | | |
| SP.... | Club..... | 77′ | | | | 100 | | | | 92 | | |
| SP.... | Chair..... | 60′ | 53 | | 70 | | | | 67 | | | |
| SP.... | Chair..... | 72′ | | | 82 | | 80 | | 79 | | 80 | |
| SP.... | Chair..... | 73′ | | | 78 | | | | 75 | | | |
| SP.... | Chair..... | 74′ | | | 90 | | 85 | 98 | 87 | | 85 | 90 |
| SP.... | Coach..... | 60′ | 50 | | 67 | | | | 64 | | | |
| SP.... | Coach..... | 70′ | | | 78 | | 76 | | 75 | | 76 | |
| SP.... | Coach..... | 72′ | 60 | | 81 | | 79 | | 78 | | 79 | |
| SP.... | Coach..... | 74′ | | | 87 | | | | 84 | | | |
| SP.... | All Day Lunch..... | 60′ | 51 | | 63 | | | | 60 | | | |
| SP.... | Cafe—Lounge..... | 72′ | | | 86 | | | | 83 | | | |
| SP.... | Diner..... | 73′ | 79 | | | | | | | | | |
| SP.... | Diner..... | 77′ | | | 92 | 100 | 85 | | 89 | 92 | 85 | |
| SP.... | Diner..... | 79′ | | | | | 88 | | | | 88 | |
| SP.... | Diner..... | 80′ | | | | 105 | | | | 97 | | |
| SP.... | Lounge..... | 75′ | | | 85 | | 80 | | 82 | | 80 | |
| SP.... | Lounge..... | 80′ | | | 95 | | 93 | | 92 | | 93 | |
| SP.... | Observation—Lounge. | 75′ | | | | | 94 | | | | 94 | |
| SP.... | Observation—Smoking | 69′ | | 78 | | | | | | | | |
| SP.... | Observation—Smoking | 72′ | | | 83 | | | | 80 | | | |
| SP.... | Observation—Smoking | 74′ | 78 | | | | | | | | | |
| SP.... | Official..... | Var. | 79 | 79 | | | 96 | | | | 96 | |
| Pull... | Standard Sleeper..... | " | | | 92 | 90 | | 93 | 89 | 90 | | 93 |
| Pull... | Lounge..... | " | | | 90 | 88 | | 89 | 87 | 88 | | 89 |
| Pull... | Troop Sleeper..... | " | 38 | | | | | | | | | |
| Pull... | Troop Kitchen..... | " | 39 | | | | | | | | | |
| USA.. | Kitchen..... | " | 40 | | | | | | | | | |
| USA.. | Ward..... | " | | | 90 | 87 | | | 87 | 79 | | |
| USA.. | Dressing..... | " | | | 86 | | | | 83 | | | |
| USA.. | Mortuary..... | " | 79 | | | | | | | | | |
| USA.. | Hospital (89200-01)... | " | | | 84 | | | | 81 | | | |
| USA.. | Hospital (89340-52)... | " | | | 78 | | | | 75 | | | |

| INITIALS | KIND OF CAR | Inside Length | NON AIR CONDITIONED | | AIR CONDITIONED | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COOLING SEASON | | | | NON-COOLING SEASON | | | |
| | | | Steel | Steel Under-Frame | ACI | ACEM | ACW | ACS | ACI | ACEM | ACW | ACS |
| **Conventional Equipment—Con't.** | | | | | | | | | | | | |
| UP... | Box—Express..... | 41′ | 22 | | | | | | | | | |
| UP... | Baggage..... | 69′ | 62 | | | | | | | | | |
| UP... | Baggage..... | 81′ | 68 | | | | | | | | | |
| UP... | Baggage—Dormitory.. | 81′ | | | 76 | | 79 | | 73 | | 79 | |
| UP... | Chair..... | 70′ | | | | 86 | | 89 | | 78 | | 86 |
| UP... | Chair..... | 74′ | | | | | | 88 | | | | 80 |
| UP... | Club—Lounge..... | 75′ | | | | 92 | | | | 83 | | |
| UP... | Diner..... | 80′ | | | | 95 | | | | 87 | | |
| UP... | Lounge..... | 70′ | | | | | | 86 | | | | 78 |
| CNW. | Baggage..... | 66′ | 68 | | | | | | | | | |
| CNW. | Coach..... | 66′ | | | | | 57 | | | | 57 | |
| CNW. | Diner..... | 66′ | | | | 88 | | | | 87 | | |
| CRIP. | Express..... | 41′ | 25 | | | | | | | | | |
| CRIP. | Baggage..... | 60′ | 53 | | | | | | | | | |
| CRIP. | Baggage..... | 66′ | 65 | | | | | | | | | |
| CRIP. | Baggage..... | 70′ | 68 | | | | | | | | | |
| CRIP. | Dormitory..... | 70′ | | | | | 78 | | | | 78 | |
| CRIP. | Chair..... | 70′ | | | 82 | | | | 79 | | | |
| CRIP. | Coach..... | 74′ | | | 82 | | | | 79 | | | |
| CRIP. | Club..... | 75′ | | | 95 | | | | 92 | | | |
| CRIP. | Diner..... | 80′ | | | | | 95 | | | | 95 | |
| **Light Weight Equipment:** | | | | | | | | | | | | |
| SP.... | Baggage..... | Var. | 65 | | | | | | | | | |
| SP.... | Baggage—Postal..... | " | 69 | | | | | | | | | |
| SP.... | Baggage—30 ft. Postal | " | 69 | | | | | | | | | |
| SP.... | Baggage—60 ft. Postal | " | 62 | | | | | | | | | |
| SP.... | Baggage—Dormitory.. | " | | | | 71 | 64 | | | 61 | 64 | |
| SP.... | Chair..... | " | | | | 71 | 63 | 64 | | 60 | 63 | 56 |
| SP.... | Chair (Articulated)... | " | | | | | 99 | 95 | | | 99 | 88 |
| SP.... | Chair—Baggage..... | " | | | | | | 63 | | | | 55 |
| SP.... | Diner..... | " | | | | 77 | 72 | 64 | | 66 | 72 | 56 |
| SP.... | Diner (Triplex)..... | " | | | | | 159 | 174 | | | 159 | 150 |
| SP.... | Tavern..... | " | | | | | 62 | 65 | | | 62 | 57 |
| SP.... | Coffee Shop—Lounge. | " | | | | 77 | 72 | | | 66 | 72 | |
| SP.... | Lounge..... | " | | | | 74 | 66 | | | 61 | 66 | |
| SP.... | Parlor..... | " | | | | | | 65 | | | | 57 |
| SP.... | Parlor—Observation.. | " | | | | | 58 | 62 | | | 58 | 54 |
| SP.... | Sleeping Cars..... | " | | | | 80 | | | | 70 | | |
| Pull... | Sleeping Cars..... | " | | | | 65 | 68 | 62 | | 65 | 68 | 62 |
| UP... | Bage—Dorm (C of SF) | 82′ | | | | | 62 | | | | 62 | |
| UP... | Bage—Dorm (C of SF) | 76′ | | | | 79 | | | | 71 | | |
| UP... | Chair..... | 75′ | | | | 64 | | | | 56 | | |
| UP... | Club—Lounge..... | 75′ | | | | 66 | | | | 58 | | |
| CRIP. | Baggage and Mail.... | 70′ | 52 | | | | | | | | | |
| CRIP. | Dormitory..... | 83′ | | | | | 61 | | | | 61 | |
| CRIP. | Chair..... | 80′ | | | | | 61 | | | | 61 | |
| CRIP. | Diner..... | 80′ | | | | | 64 | | | | 64 | |
| CRIP. | Diner..... | 83′ | | | | | 68 | | | | 68 | |
| CRIP. | Coffee Shop—Lounge. | 83′ | | | | | 69 | | | | 69 | |

**CODE:** ACI: Air Conditioned—Ice System
ACEM: Air Conditioned—Electro-Mechanical System
ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System

## EASTWARD

**FIRST CLASS**

| Capacity of sidings | 52 San Joaquin Daylight | 98 Coast Daylight | 90 Passenger (c) | 58 Owl | 76 Lark | 60 West Coast | 374 C. M. E. | 372 Advance C. M. E. | Mile Post Location | Timetable No. 212, April 27, 1958 — STATIONS | Distance from Santa Barbara |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Lv. Daily Ex. Sat. Sun. Mon. | Lv. Daily Ex. Sat. Sun. Mon. | | | |
| Yd. Lmts. BKDOTP | | PM 2.46 | PM 1.05 | | AM 4.55 | | AM 3.45 | AM 12.25 | 370.7 | TO-R SANTA BARBARA (DT) | 0.0 |
| | | 2.50 | 1.10 | | 4.59 | | 3.54 | 12.39 | 371.9 | 1.2 EAST SANTA BARBARA | 1.2 |
| 102 P | | 2.58 | 1.19 | | 5.06 | | 4.01 | 12.47 | 377.3 | 5.4 ORTEGA | 6.6 |
| 36 P | | 3.03 | f c 1.30 | | 5.11 | | 4.06 | 12.52 | 381.2 | 3.9 CARPINTERIA | 10.5 |
| 101 P | | 3.13 | 1.41 | | 5.20 | | 4.15 | 1.02 | 388.6 | 7.4 SEACLIFF | 17.9 |
| 25 P | | 3.17 | 1.47 | | 5.24 | | 4.20 | 1.07 | 392.9 | 4.3 DULAH | 22.2 |
| Yd. Lmts. P | | | | | | | | | 397.3 | 4.4 VENTURA JCT. | 26.6 |
| 119 P | | 3.25 | s 2.05 | | s 5.38 | | 4.28 | 1.14 | 398.2 | TO 0.9 VENTURA | 27.5 |
| 36 YP | | 3.30 | 2.12 | | 5.44 | | 4.34 | 1.20 | 403.2 | 5.0 MONTALVO | 32.5 |
| Yard Limits 103 BKDP | | 3.36 | s 2.30 | | s 5.53 | | 4.40 | 1.26 | 407.8 | TO 4.6 OXNARD | 37.1 |
| 62 P | | 3.41 | 2.36 | | 5.58 | | 4.45 | 1.31 | 412.1 | 4.3 LEESDALE | 41.4 |
| 113 P | | **3.45** | f 2.47 | | 6.02 | | 4.50 | **1.36** | 416.6 | 4.5 CAMARILLO | 45.9 |
| 39 P | | 3.48 | 2.51 | | 6.05 | | 4.54 | 1.40 | 419.8 | 3.2 SOMIS | 49.1 |
| 99 P | | 3.55 | f 3.06 | | 6.12 | | 5.04 | 1.49 | 427.1 | 7.3 MOORPARK | 56.4 |
| 65 P | | 4.00 | **3.15** | | 6.17 | | 5.12 | 1.55 | 432.2 | 5.1 STRATHEARN | 61.5 |
| 101 P | | 4.06 | f 3.24 | | 6.22 | | 5.21 | 2.05 | 437.5 | TO 5.3 SANTA SUSANA | 66.8 |
| 81 YP | | 4.16 | f 3.35 | | 6.33 | | 5.33 | 2.20 | 445.5 | 8.0 CHATSWORTH | 74.8 |
| E 52 W 52 P | | 4.20 | f 3.42 | | 6.37 | | 5.38 | 2.30 | 449.9 | TO 4.4 NORTHRIDGE | 79.2 |
| Yd. Lmts. P | | | | | | | | | 454.1 | 4.2 RAYMER | 83.4 |
| 99 P | | 4.27 | 3.51 | | 6.44 | | 5.48 | 2.40 | 458.4 | 4.3 HEWITT | 87.7 |
| Yard Limits 100 KIP | PM 6.27 | 4.31 | 3.56 | AM 10.05 | 6.49 | AM 6.36 | 5.53 | 2.50 | 462.7 471.6 | 4.3 BURBANK JCT. | 92.0 |
| YP | | | | c | | | | | 472.1 | 0.5 BURBANK | 92.5 |
| P | s 6.40 | s 4.42 | s 4.10 | s 10.20 | s 7.02 | s 6.50 | | | 477.1 | 5.0 GLENDALE | 97.5 |
| BKDOYP | | | | | | | | | 479.7 | 2.6 TO-R LOS ANGELES YARD | 100.1 |
| I | | | | | | | 6.15 AM | 3.25 AM | 480.6 | 0.9 DAYTON AVE. TOWER | 101.0 |
| | | | | | | | | | 481.9 | 1.3 EAST BANK JCT. | 102.3 |
| I | | | | | | | | | 482.1 | 0.2 MISSION TOWER | 102.5 |
| BKIYP | s 7.00 PM | s 5.00 PM | s 4.30 PM | s 10.40 AM | s 7.30 AM | s 7.10 AM | | | 482.8 | 0.7 TO-R LOS ANGELES | 103.2 |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Ar. Daily Ex. Sat. Sun. Mon. | Ar. Daily Ex. Sat. Sun. Mon. | | (103.2) | |
| | 52 | 98 | 90 | 58 | 76 | 60 | 374 | 372 | | | |

Automatic Block Signal System — Double Track

**RULE 5.** Time at Burbank Jct. applies at end of double track.

Timetable No. 212

April 27, 1958

WESTWARD

FIRST CLASS

| Mile Post Location | STATIONS | Distance from Los Angeles | 91 Passenger (c) | 51 San Joaquin Daylight | 99 Coast Daylight | 371 Advance C. M. W. | 373 C. M. W. | 57 Owl | 59 West Coast | 75 Lark |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Arrive Daily | Arrive Daily | Arrive Daily | Ar. Daily Ex. Fri. Sat. Sun. | Ar. Daily Ex. Fri. Sat. Sun. | Arrive Daily | Arrive Daily | Arrive Daily |
| 370.7 | TO-R SANTA BARBARA 1.2 (DT) | 103.2 | s AM 3.10 | | s AM 9.25 | PM 7.15 | PM 8.25 | | | s PM 10.24 |
| 371.9 | EAST SANTA BARBARA 5.4 (DT) | 102.0 | | | | | | | | |
| 377.3 | ORTEGA 3.9 | 96.6 | 2.54 | | 9.11 | 7.00 | 8.12 | | | 10.11 |
| 381.2 | CARPINTERIA 7.4 | 92.7 | f 2.47 | | 9.06 | 6.55 | 8.07 | | | 10.06 |
| 388.6 | SEACLIFF 4.3 | 85.3 | 2.37 | | 8.57 | 6.45 | 7.57 | | | 9.57 |
| 392.9 | DULAH 4.4 | 81.0 | 2.27 | | | 6.40 | 7.52 | | | |
| 397.3 | VENTURA JCT. 0.9 | 76.6 | | | | | | | | |
| 398.2 | TO VENTURA 5.0 | 75.7 | s 2.20 | | 8.46 | 6.32 | 7.44 | | | s 9.45 |
| 403.2 | MONTALVO 4.6 | 70.7 | 2.01 | | | 6.26 | 7.38 | | | 9.35 |
| 407.8 | TO OXNARD 4.3 | 66.1 | s 1.46 | | 8.36 | 6.20 | 7.32 | | | s 9.25 |
| 412.1 | LEESDALE 4.5 | 61.8 | 1.41 | | | 6.14 | 7.26 | | | 9.20 |
| 416.6 | CAMARILLO 3.2 | 57.3 | f **1.36** | | 8.28 | 6.09 | 7.21 | | | 9.16 |
| 419.8 | SOMIS 7.3 | 54.1 | f 1.31 | | | 6.05 | 7.17 | | | 9.13 |
| 427.1 | MOORPARK 5.1 | 46.8 | f 1.22 | | 8.18 | 5.56 | 7.08 | | | 9.06 |
| 432.2 | STRATHEARN 5.3 | 41.7 | 1.16 | | 8.13 | 5.50 | 7.02 | | | 9.01 |
| 437.5 | TO SANTA SUSANA 8.0 | 36.4 | f 1.10 | | 8.08 | 5.45 | 6.56 | | | 8.56 |
| 445.5 | CHATSWORTH 4.4 | 28.4 | f 12.55 | | 7.58 | 5.32 | 6.44 | | | 8.46 |
| 449.9 | TO NORTHRIDGE 4.2 | 24.0 | f 12.50 | | 7.54 | 5.26 | 6.38 | | | 8.41 |
| 454.1 | RAYMER 4.3 | 19.8 | | | | | | | | |
| 458.4 | HEWITT 4.3 | 15.5 | **12.40** | | **7.47** | 5.16 | 6.26 | | | 8.33 |
| 462.7 / 471.6 | TO BURBANK JCT. 0.5 | 11.2 | 12.35 | AM 6.40 | 7.43 | 5.10 | 6.20 | PM 6.29 | PM 7.03 | 8.28 |
| 472.1 | BURBANK 5.0 | 10.7 | | | | | | c | | |
| 477.1 | GLENDALE 2.6 | 5.7 | s 12.25 | s 6.32 | s 7.35 | | | s 6.20 | s 6.55 | s 8.20 |
| 479.7 | TO-R LOS ANGELES YARD 0.9 | 3.1 | | | | | | | | |
| 480.6 | DAYTON AVE. TOWER 1.3 | 2.2 | | | | 4.30 PM | 5.40 PM | | | |
| 481.9 | EAST BANK JCT. 0.2 | 0.9 | | | | | | | | |
| 482.1 | MISSION TOWER 0.7 | 0.7 | | | | | | | | |
| 482.8 | TO-R LOS ANGELES | 0.0 | 12.01 AM | 6.10 AM | 7.15 AM | | | 6.00 PM | 6.35 PM | 8.00 PM |
| | (103.2) | | Leave Daily | Leave Daily | Leave Daily | Lv. Daily Ex. Fri. Sat. Sun. | Lv. Daily Ex. Fri. Sat. Sun. | Leave Daily | Leave Daily | Leave Daily |
| | | | 91 | 51 | 99 | 371 | 373 | 57 | 59 | 75 |

Automatic Block Signal System

Double Track

**RULE 5.** Time at Burbank Jct. applies at end of double track.

# Timetable No. 212

April 27, 1958

## EASTWARD

| Capacity of sidings | 834 Freight Leave Daily | 832 Freight Leave Daily | 830 Freight Leave Daily | Mile Post Location |
|---|---|---|---|---|
| Yd. Lmts. BKDOTP | | | | 370.7 |
| | PM 9.40 | PM 1.00 | AM 5.00 | 371.9 |
| 102 P | **10.11** | 1.13 | 5.13 | 377.3 |
| 36 P | 10.18 | 1.20 | 5.20 | 381.2 |
| 101 P | 10.33 | 1.35 | 5.35 | 388.6 |
| 25 P | 10.39 | 1.41 | 5.41 | 392.9 |
| Yd. Lmts. P | | | | 397.3 |
| 119 P | 10.48 | 1.50 | 5.50 | 398.2 |
| 36 YP | 10.55 | 1.57 | 5.57 | 403.2 |
| Yard Limits 103 BKDP | 11.03 | 2.05 | 6.05 | 407.8 |
| 62 P | 11.09 | 2.11 | 6.11 | 412.1 |
| 113 P | **11.15** | 2.19 | 6.19 | 416.6 |
| 39 P | 11.22 | 2.26 | 6.26 | 419.8 |
| 99 P | 11.43 | 2.47 | 6.47 | 427.1 |
| 65 P | PM 11.53 | 2.57 | 6.57 | 432.2 |
| 101 P | AM 12.03 | **3.07** | 7.07 | 437.5 |
| 81 YP | 12.23 | 3.27 | 7.27 | 445.5 |
| E 52 W 52 P | 12.28 | 3.32 | 7.32 | 449.9 |
| Yard Limits P | | | | 454.1 |
| 99 P | **12.40** | 3.43 | **7.47** | 458.4 |
| | | | | 462.7 |
| Yard Limits 100 KIP | 12.50 | 3.50 | 7.55 | 471.6 |
| YP | | | | 472.1 |
| P | | | | 477.1 |
| BKDOYP | 1.00 AM | 4.10 PM | 8.15 AM | 479.7 |
| I | | | | 480.6 |
| | | | | 481.9 |
| I | | | | 482.1 |
| BKIYP | | | | 482.8 |
| | Arrive Daily | Arrive Daily | Arrive Daily | |
| | **834** | **832** | **830** | |

Automatic Block Signal System

| Station Number | Distance from Los Angeles | STATIONS |
|---|---|---|
| 367 | 103.2 | TO-R **SANTA BARBARA** 1.2 |
| 3302 | 102.0 | **EAST SANTA BARBARA** 5.4 (DT) |
| 3307 | 96.6 | **ORTEGA** 3.9 |
| 3311 | 92.7 | **CARPINTERIA** 7.4 |
| 3318 | 85.3 | **SEACLIFF** 4.3 |
| 3322 | 81.0 | **DULAH** 4.4 |
| 3327 | 76.6 | **VENTURA JCT.** 0.9 |
| 3328 | 75.7 | TO **VENTURA** 5.0 |
| 3333 | 70.7 | **MONTALVO** 4.6 |
| 3337 | 66.1 | TO **OXNARD** 4.3 |
| 3341 | 61.8 | **LEESDALE** 4.5 |
| 3346 | 57.3 | **CAMARILLO** 3.2 |
| 3349 | 54.1 | **SOMIS** 7.3 |
| 3356 | 46.8 | **MOORPARK** 5.1 |
| 3362 | 41.7 | **STRATHEARN** 5.3 |
| 3367 | 36.4 | TO **SANTA SUSANA** 8.0 |
| 3375 | 28.4 | **CHATSWORTH** 4.4 |
| 3379 | 24.0 | TO **NORTHRIDGE** 4.2 |
| 3383 | 19.8 | **RAYMER** 4.3 |
| 3388 | 15.5 | **HEWITT** 4.3 |
| 3421 | 11.2 | TO **BURBANK JCT.** 0.5 |
| 3422 | 10.7 | **BURBANK** 5.0 |
| 3426 | 5.7 | **GLENDALE** 2.6 |
| 3429 | 3.1 | TO-R **LOS ANGELES YARD** 0.9 |
| 3430 | 2.2 | **DAYTON AVE. TOWER** 1.3 |
| 3431 | 0.9 | **EAST BANK JCT.** 0.2 |
| 23431 | 0.7 | **MISSION TOWER** 0.7 |
| 23432 | 0.0 | TO-R **LOS ANGELES** (Double Track) |
| | | (103.2) |

## WESTWARD

| 829 Freight Arrive Daily | 831 Freight Arrive Daily | 833 Freight Arrive Daily |
|---|---|---|
| | | |
| AM 10.30 | PM 5.00 | AM 12.25 |
| 10.22 | 4.50 | 12.15 |
| 10.15 | 4.43 | 12.08 AM |
| 10.04 | 4.32 | 11.57 PM |
| 9.58 | 4.26 | |
| | | |
| 9.49 | 4.15 | 11.40 |
| 9.42 | 4.08 | 11.33 |
| 9.36 | 4.02 | 11.27 |
| 9.29 | 3.55 | 11.20 |
| 9.23 | **3.45** | **11.15** |
| | | 11.11 |
| 9.09 | 3.22 | 11.02 |
| 9.02 | **3.15** | 10.56 |
| 8.55 | **3.07** | 10.49 |
| 8.35 | 2.32 | 10.35 |
| 8.25 | 2.10 | 10.27 |
| | | |
| 8.10 | 1.55 | 10.12 |
| 8.00 | 1.45 | 10.00 |
| | | |
| | | |
| 7.30 AM | 1.15 PM | 9.30 PM |
| | | |
| | | |
| | | |
| | | |
| Leave Daily | Leave Daily | Leave Daily |
| **829** | **831** | **833** |

**RULE 5.** Time at Burbank Jct. applies at end of double track.

### ADDITIONAL STATIONS

| Capacity and Direction of entry into Spurs | | Mile Post | NAME | Station Number |
|---|---|---|---|---|
| .. | .. | 374.6 | Montecito | 3304 |
| 20W | .. | 376.2 | Summerland (Spur) | 3306 |
| .. | .. | 383.4 | Wave | 3313 |
| 35E | .. | 385.7 | Punta (Spur) | 3315 |
| 11W | .. | 400.2 | Lemon (Spur) | 3330 |
| 14W | .. | 405.6 | El Rio (Spur) | 3335 |
| .. | .. | 422.9 | Lagol | 3352 |
| 20E | .. | 433.5 | Simi (Spur) | 3363 |
| .. | .. | 441.0 | Hasson | 3370 |
| .. | .. | 452.5 | LaMetro | 3382 |
| | TP | 456.1 | Gemco | 3385 |
| 20E | .. | 460.5 | Vega (Spur) | 3390 |
| 13E | .. | 475.0 | West Glendale (Spur) | 3425 |
| 22E | .. | 477.9 | Industrial (Spur) | 3427 |
| .. | .. | 478.5 | Arroyo Jct. | 3428 |
| .. | .. | 479.3 | Taylor | 3429 |
| .. | .. | 481.5 | Glendale Jct. | .... |
| .. | .. | 482.2 | Mission Jct. | 23431 |

# VENTURA SUBDIVISION

## Santa Paula Branch

Timetable No. 212, April 27, 1958

| Capacity of sidings | EAST-WARD ↓ Mile Post Location | STATIONS | Station Number | WEST-WARD Distance from Saugus |
|---|---|---|---|---|
| Yard Limits YP | 403.2 | MONTALVO | 3333 | 45.5 |
| 26 P | 407.6 | 4.4 SATICOY | 3904 | 41.1 |
| Yard Limits 40 P | 414.7 | 7.1 TO SANTA PAULA | 3912 | 34.0 |
| Yard Limits 32 P | 424.5 | 9.8 TO FILLMORE | 3921 | 24.2 |
| P | 428.2 | 3.7 CAVIN | 3925 | 20.5 |
| 32 P | 431.8 | 3.6 PIRU | 3929 | 16.9 |
| 29 P | 444.1 | 12.3 NEWHALL RANCH | 3941 | 4.6 |
| E 103 Yard Limits W 112 IYP | 448.7 | 4.6 TO-R SAUGUS | 1648 ↑ | 0.0 |
| | | (45.5) | | |

## Ojai Branch

Timetable No. 212, April 27, 1958

| Capacity of sidings | EAST-WARD ↓ Mile Post Location | STATIONS | Station Number | WEST-WARD Distance from Ojai |
|---|---|---|---|---|
| Yard Limits P | 397.3 | VENTURA JCT. | 3327 | 15.0 |
| P | 412.3 | 15.0 OJAI | 3815 ↑ | 0.0 |
| | | (15.0) | | |

## Burbank Branch

Timetable No. 212, April 27, 1958

| Capacity of sidings | EAST-WARD ↓ Mile Post Location | STATIONS | Station Number | WEST-WARD Distance from Burbank |
|---|---|---|---|---|
| Yard Limits YP | 445.5 | CHATSWORTH | 3375 | 21.3 |
| | 455.1 | 9.6 ENCINO | 3710 | 11.7 |
| | 458.4 | 3.3 VAN NUYS | 3713 | 8.4 |
| | 462.8 | 4.4 NORTH HOLLYWOOD | 3717 | 4.0 |
| Yard Limits YP | 466.8 | 4.0 BURBANK | 3422 ↑ | 0.0 |
| | | (21.3) | | |

### ADDITIONAL STATIONS

| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
|---|---|---|---|
| | | **Ojai Branch** | |
| 12 .. | 399.0 | Chrisman | 3802 |
| 22 .. | 400.3 | Wadstrom | 3803 |
| 12 .. | 400.8 | Ortonville | 3804 |
| 20E .. | 401.4 | Nitroshell .. (Spur) | 23804 |
| 6E .. | 402.4 | Canet ..... (Spur) | 3805 |
| | | **Burbank Branch** | |
| 35 .. | 449.2 | Canoga Park | 3704 |
| 26 .. | 453.4 | Tarzana | 3708 |
| | | **Santa Paula Branch** | |
| 11W .. | 404.5 | Kimball .... (Spur) | 3901 |
| 14E .. | 411.0 | Limco | 3908 |
| 34 .. | 411.3 | Haines | 3909 |
| 3W .. | 413.3 | Briggs ..... (Spur) | 3910 |
| 8W .. | 415.9 | Kevet ..... (Spur) | 3913 |
| 22 .. | 421.2 | Keith | 3918 |
| .. .. | 421.8 | Sespe | 3919 |
| .. .. | 429.9 | Buckhorn | 3927 |
| 21 .. | 434.3 | Camulos | 3931 |
| 17W .. | 439.8 | Mayo ..... (Spur) | 3940 |

## San Pedro Branch

Timetable No. 212, April 27, 1958

| EASTWARD SECOND CLASS Capacity of sidings | 838 Freight Leave Daily | 836 Freight Leave Daily | Mile Post Location | STATIONS | Station Number | Distance from San Pedro | WESTWARD THIRD CLASS 835 Freight Arrive Daily | 837 Freight Arrive Daily |
|---|---|---|---|---|---|---|---|---|
| Yard Limits KYP | PM 11.30 | AM 11.00 | 489.1 | TO-R FIRESTONE PARK | 3858 | 16.4 | AM 9.35 | PM 7.20 |
| Yard Limits | | | 490.3 | 1.2 SOUTH GATE | 3860 | 15.2 | | |
| | 11.40 | 11.10 | 491.8 | 1.5 LYNWOOD | 3861 | 13.7 | 8.50 | 6.50 |
| 51 | PM 11.59 | 11.30 | 494.1 | 2.3 COMPTON | 3863 | 11.4 | 8.40 | 6.40 |
| I | AM 12.10 | AM 11.40 | 496.2 | 2.1 DOMINGUEZ TOWER | . . . | 9.3 | 8.32 | 6.32 |
| 29 | 12.35 | PM 12.05 | 499.7 | 3.8 WATSON | 3869 | 5.5 | 8.20 | 6.20 |
| Yard Limits I | 12.40 AM | 12.10 PM | 501.0 | 1.0 TO THENARD TOWER | . . . | 4.5 | 8.15 AM | 6.15 PM |
| IYP | | | 501.4 | 0.4 WILMINGTON (Anaheim Blvd.) | 3871 | 4.1 | | |
| BKOP | | | 502.9 | 1.5 R WILMINGTON | 3873 | 2.6 | | |
| | | | 505.5 | 2.6 SAN PEDRO | 3875 | 0.0 | | |
| | Arrive Daily | Arrive Daily | | (16.4) | | | Leave Daily | Leave Daily |
| | 838 | 836 | | | | | 835 | 837 |

Track between MP 501.8 and Long Beach jointly used by SP and AT&SFRy.

Track between Wilmington (Anaheim Blvd.) and Long Beach jointly used by SP and HBLRR.

Track east of Wilmington (Anaheim Blvd.) MP 501.4 jointly used by SP and HBLRR. Eastward trains must not leave Wilmington (Anaheim Blvd.) without communicating with yardmaster, Wilmington.

## Long Beach Branch

Timetable No. 212, April 27, 1958

| Capacity of sidings | EAST-WARD ↓ Mile Post Location | STATIONS | Station Number | WEST-WARD Distance from Long Beach |
|---|---|---|---|---|
| Yard Limits IYP | 501.4 | WILMINGTON (Anaheim Blvd.) | 3871 | 2.1 |
| Yard Limits P | 503.5 | 2.1 LONG BEACH | 3752 ↑ | 0.0 |
| | | (2.1) | | |

### ADDITIONAL STATIONS

| Capacity and Direction of entry into spurs | Mile Post | NAME | Station Number |
|---|---|---|---|
| | | **San Pedro Branch** | |
| 235 .. | 495.3 | Reyes | 3864 |
| 53 .. | 497.7 | Elftman | 3867 |
| 40 .. | 498.4 | Dolores | 3868 |
| 32 .. | 502.1 | Blinnville | 3872 |
| .. .. | 507.0 | Point Firmin | 3876 |

# Time Table No. 212

April 27, 1958

## EASTWARD — FIRST CLASS

| Capacity of sidings | 40 Imperial — Leave Daily | 2 Sunset Limited — Leave Daily | 370 A. O. N. — Lv. Daily Ex. Fri. Sat. Sun. | 4 Golden State — Leave Daily | Mile Post Location |
|---|---|---|---|---|---|
| Yard Limits BKIYP | PM 10.00 | PM 8.25 | | PM 1.00 | 482.8 / 481.9 |
| Yard Limits I | | | PM 6.00 | | 482.6 |
| | | | | | 482.1 / 482.8 |
| Yard Limits P | s 10.23 | s 8.45 | 6.15 | s 1.20 | 487.7 |
| 136 P | | | | | 494.6 |
| 135 P | | | | | 497.3 |
| | | | | | 500.7 |
| 160 KYP | | | | | 513.1 |
| 114 P | | | | | 503.5 |
| 122 P | | | | | 506.8 |
| Yard Limits 295 BKP | s 11.00 | s 9.21 | | s 1.55 | 514.3 |
| 120 P | | | | | 517.8 |
| 107 P | | | | | 520.2 |
| 115 P | | | | | 523.8 |
| 120 YP | | | | | 529.7 |
| 114 P | | | | | 534.7 |
| Yard Limits 154 P | | | | | 537.2 |
| Yard Limits I | | | | | 538.7 |
| Yard Limits BKDOTYP | PM s 11.45 | s 9.52 | 7.30 | s 2.26 | 539.0 |
| 264 P | | | | | 542.6 |
| P | | | | | 544.5 |
| 118 P | | | | | 546.3 |
| 124 P | | | | | 549.1 |
| 390 P | | | | | 552.7 |
| 367 P | | | | | 557.2 |
| 316 P | AM f 12.25 | | | | 562.0 |
| 133 P | | | | | 565.5 |
| 120 P | f 12.33 | | | | 568.2 |
| 333 P | | | | | 574.1 |
| 345 P | | | | | 576.2 |
| 225 P | | | | | 578.6 |
| 128 P | s 1.01 | s 10.59 | | c 3.31 | 582.6 |
| E344 W105 YP | | | | | 588.1 |
| 116 P | | | | | 591.6 |
| 118 P | | | | | 595.1 |
| 424 P | | | | | 599.0 |
| 122 P | | | | | 606.5 |
| Yd. Lmts. BKDOYP | s 1.35 AM | s 11.29 c PM | 9.25 PM | c 4.01 PM | 610.9 / 611.3 |
| | Arrive Daily | Arrive Daily | Ar. Daily Ex. Fri. Sat. Sun. | Arrive Daily | |
| | 40 | 2 | 370 | 4 | |

Automatic Block Signal System

## STATIONS

| | Station Number | Distance from Los Angeles |
|---|---|---|
| TO-R LOS ANGELES | 23432 | 0.0 |
| 0.7 MISSION TOWER | 23431 | 0.7 |
| 0.2 TAYLOR JCT. | 3432 | 0.9 |
| 4.9 ALHAMBRA | 3437 | 5.8 |
| 6.9 EL MONTE | 4007 | 12.7 |
| 2.7 BASSETT | 4009 | 15.4 |
| 3.4 PUENTE | 4013 | 18.8 |
| 2.8 MARNE | 4015 | 21.6 |
| 3.3 WALNUT | 4019 | 24.9 |
| 7.5 POMONA | 4026 | 32.4 |
| 3.5 NAROD | 4030 | 35.9 |
| 2.4 ONTARIO | 4032 | 38.3 |
| 3.6 GUASTI | 4036 | 41.9 |
| 5.9 SOUTH FONTANA | 4042 | 47.8 |
| 5.0 BLOOMINGTON | 4047 | 52.8 |
| 2.5 WEST COLTON | 4049 | 55.3 |
| 1.5 COLTON TOWER | . . . | 56.8 |
| TO 0.3 COLTON | 4051 | 57.1 |
| 3.6 LOMA LINDA | 4055 | 60.7 |
| 1.9 BRYN MAWR | 4056 | 62.6 |
| 1.8 REDLANDS | 4058 | 64.4 |
| 2.8 ORDWAY | 4061 | 67.2 |
| 3.6 EL CASCO | 4065 | 70.8 |
| 4.5 HINDA | 4069 | 75.3 |
| 4.8 BEAUMONT | 4074 | 80.1 |
| 3.5 PERSHING | 4077 | 83.6 |
| 2.7 BANNING | 4080 | 86.3 |
| 5.9 CABAZON | 4086 | 92.2 |
| 2.1 MONS | 4088 | 94.3 |
| 2.4 FINGAL | 4091 | 96.7 |
| 4.0 WEST PALM SPRINGS | 4095 | 100.7 |
| 5.5 GARNET | 4100 | 106.2 |
| 3.5 SALVIA | 4104 | 109.7 |
| 3.5 RIMLON | 4107 | 113.2 |
| 3.9 THOUSAND PALMS | 4111 | 117.1 |
| 7.5 MYOMA | 4118 | 124.6 |
| 4.4 INDIO | 4123 | 129.0 |
| TO-R 0.4 INDIO YARD | 4123 | 129.4 |
| (129.4) | | |

DT — Centralized Traffic Control

DT — Centralized Traffic Control

## WESTWARD — FIRST CLASS

| 39 Imperial — Arrive Daily | 3 Golden State — Arrive Daily | 1 Sunset Limited — Arrive Daily |
|---|---|---|
| AM s 6.00 | AM s 7.30 | PM s 4.15 |
| | | |
| | | |
| s 5.40 | s 7.10 | s 3.55 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| s 4.55 | s 6.30 | s 3.15 |
| | | |
| f 4.30 | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| s 4.05 | s 5.50 | s 2.35 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| s 3.05 | | c 1.58 |
| | | |
| f 2.50 | | |
| | | |
| | | |
| | | |
| | | |
| s 2.20 | c 4.30 | s 1.23 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| 1.30 AM | 3.55 AM | 12.48 PM |
| | | |
| Leave Daily | Leave Daily | Leave Daily |
| 39 | 3 | 1 |

## Timetable No. 212
April 27, 1958
Santa Ana Branch
STATIONS

| Capacity of sidings | EASTWARD Mile Post Location | | STATIONS | Station Number | WESTWARD Distance from Dyer |
|---|---|---|---|---|---|
| Yard Limits KYP | 489.1 | TO-R | FIRESTONE PARK | 3858 | 30.3 |
| Yard Limits I | 492.1 | | 3.0 PATATA | 4303 | 27.3 |
| | 495.0 | | 2.9 DOWNEY | 4306 | 24.4 |
| Yard Limits Y | 497.6 | | 2.6 STUDEBAKER | 4309 | 21.8 |
| | 499.1 | TO | 1.5 NORWALK | 4310 | 20.3 |
| 44 | 504.4 | | 5.3 BUENA PARK | 4315 | 15.0 |
| Yd. Limits YP | 509.0 | R | 4.6 WEST ANAHEIM | 4320 | 10.4 |
| | 510.2 | | 1.2 ANAHEIM | 4321 | 9.2 |
| P | 511.9 | R | 1.7 SOUTH ANAHEIM | 4323 | 7.5 |
| Yd. Limits BKYP | 517.0 | TO-R | 5.1 SANTA ANA | 4328 | 2.4 |
| | 519.4 | | 2.4 DYER | 4330 | 0.0 |

(30.3)

Track between MP 497.60 and MP 519.40 used jointly by SP and PERy.

## Timetable No. 212
April 27, 1958
Tustin Branch
STATIONS

| Capacity of sidings | EASTWARD Mile Post Location | | STATIONS | Station Number | WESTWARD Distance from Tustin |
|---|---|---|---|---|---|
| IP | 511.9 | R | SOUTH ANAHEIM | 4323 | 10.5 |
| I | 514.5 | | 2.6 MARLBORO | 4603 | 7.9 |
| | 522.4 | | 7.9 TUSTIN | 4611 | 0.0 |

(10.5)

Track between MP 511.90 and MP 514.50 used jointly by SP and PERy.

## Timetable No. 212
April 27, 1958
Redlands Branch
STATIONS

| Capacity of sidings | EASTWARD Mile Post Location | | STATIONS | Station Number | WESTWARD Distance from Crafton |
|---|---|---|---|---|---|
| P | 544.5 | | BRYN MAWR | 4056 | 6.9 |
| Yard Limits W | 547.8 | | 3.3 REDLANDS, 2nd STREET | 5103 | 3.6 |
| Yard Limits | 551.4 | | 3.6 CRAFTON | 5107 | 0.0 |

(6.9)

## Timetable No. 212
April 27, 1958
Pasadena Branch
STATIONS

| Capacity of sidings | EASTWARD Mile Post Location | | STATIONS | Station Number | WESTWARD Distance from Pasadena |
|---|---|---|---|---|---|
| Yard Limits P | 487.7 | | ALHAMBRA | 3437 | 4.8 |
| | 491.2 | | 3.5 RAYMOND HOTEL | 3954 | 1.3 |
| P | 492.5 | | 1.3 PASADENA | 3955 | 0.0 |

(4.8)

## Timetable No. 212
April 27, 1958
Chino Branch
STATIONS

| Capacity of sidings | EASTWARD Mile Post Location | | STATIONS | Station Number | WESTWARD Distance from Chino |
|---|---|---|---|---|---|
| Yd. Limits BKTP | 514.3 | TO | POMONA | 4026 | 5.7 |
| | 520.0 | | 5.7 CHINO | 4806 | 0.0 |

(5.7)

## Timetable No. 212
April 27, 1958
Puente Branch
STATIONS

| Capacity of sidings | EASTWARD Mile Post Location | | STATIONS | Station Number | WESTWARD Distance from Puente |
|---|---|---|---|---|---|
| Yd. Lmts. IPY | 497.6 | | STUDEBAKER | 4309 | 15.5 |
| Yd. Lmts. KI | 500.7 | ABS TO-R | 3.1 LOS NIETOS | 4353 | 12.4 |
| | 504.9 | | 4.2 BARTOLO | 4357 | 8.2 |
| | 511.5 | | 6.6 PUENTE JCT. | 4364 | 1.6 |
| Yard Limits 160 BKYP | 513.1 500.7 | TO-R | 1.6 PUENTE | 4013 | 0.0 |

(15.47)

Track between MP 497.60 and MP 501.20 used jointly by SP and PERy.

## Timetable No. 212
April 27, 1958
Stanton Branch
STATIONS

| Capacity of sidings | EASTWARD Mile Post Location | | STATIONS | Station Number | WESTWARD Distance from Stanton |
|---|---|---|---|---|---|
| Yard Limits YP | 509.0 | R | WEST ANAHEIM | 4320 | 4.6 |
| | 513.6 | | 4.6 STANTON | 4405 | 0.0 |

(4.6)

Track between MP 509.00 and MP 513.60 used jointly by SP and PERy.

## Timetable No. 212
April 27, 1958
Riverside Branch
STATIONS

| Capacity of sidings | EASTWARD Mile Post Location | | STATIONS | Station Number | WESTWARD Distance from Riverside |
|---|---|---|---|---|---|
| Yard Limits BKDOTYP | 539.0 | TO | COLTON | 4051 | 7.2 |
| | 545.4 | | 6.4 RIVERSIDE JCT. | 5006 | 0.8 |
| P | 546.2 | | 0.8 RIVERSIDE | 5007 | 0.0 |

(7.2)

Track between MP 540.08 and MP 545.91 jointly used by SP and PERy.

### ADDITIONAL STATIONS

| Capacity and Direction of entry into spurs | Mile Post | NAME | Station Number |
|---|---|---|---|
| 13W .. | 489.3 | Stoneman.....(Spur) | 4001 |
| 81 .. | 490.6 | San Gabriel..... | 4003 |
| .. .. | 491.7 | Temple City..... | 4004 |
| 12E .. | 508.5 | Benton.....(Spur) | .... |
| 27W .. | 510.7 | Spadra.....(Spur) | 4023 |
| .. .. | 526.0 | Vina Vista..... | 4038 |
| .. .. | 527.5 | Kaiser..... | 4039 |
| .. .. | 571.5 | Owl..... | 4083 |
| .. .. | 588.1 | Hugo..... | 4097 |
| .. .. | 601.5 | Dry Camp..... | 4113 |
| | | **Pasadena Branch** | |
| .. .. | 488.5 | North Shorb..... | 3951 |
| .. .. | 489.9 | South Pasadena..... | 3952 |
| | | **Riverside Branch** | |
| 9W .. | 541.2 | Grand Terrace...(Spur) | 5002 |
| 52 .. | 542.3 | Highgrove..... | 5003 |
| 16 .. | 543.3 | Orange Center..... | 5004 |
| .. .. | 543.8 | Point of Rocks..... | 5005 |
| 2E .. | 544.2 | Iowa Ave.....(Spur) | 5005 |
| .. .. | 544.8 | Chicago Ave..... | 5006 |
| | | **Redlands Branch** | |
| 6W .. | 545.0 | Motor Jct.....(Spur) | 5101 |
| 2W .. | 549.9 | Warner.....(Spur) | 5105 |
| 7W .. | 550.5 | Mentone.....(Spur) | 5106 |
| | | **Santa Ana Branch** | |
| 7E .. | 490.3 | Ardmore.....(Spur) | 4301 |
| 18W .. | 493.0 | Vinvale.....(Spur) | 4304 |
| 16 .. | 501.3 | Carmenita..... | 4312 |
| .. .. | 512.9 | West Anaheim Jct..... | 4324 |
| .. .. | 515.6 | Main St..... | 4327 |
| | | **Tustin Branch** | |
| .. .. | 516.7 | Villa Park..... | 4605 |
| .. .. | 519.4 | El Modena..... | 4608 |

## EASTWARD — FIRST CLASS

| Capacity of sidings | 2 Sunset Limited | 370 A. O. N. | 4 Golden State | 40 Imperial | Mile Post Location | Timetable No. 212, April 27, 1958 — STATIONS | Station Number | Distance from Indio |
|---|---|---|---|---|---|---|---|---|
| | Leave Daily | Lv. Daily Ex. Fri. Sat. Sun. | Leave Daily | Leave Daily | | | | |
| Yard Limits BKDOYP | PM 11.32 | PM 9.35 | PM 4.01 | AM 1.50 | 610.9 | INDIO | 4123 | 0.0 |
| | | | | | 611.3 | 0.4 TO-R INDIO YARD | 4124 | 0.4 |
| | | | | | 612.3 | 1.0 EAST INDIO | 4125 | 1.4 |
| 129 P | | | | | 614.4 | 2.1 COACHELLA | 4126 | 3.5 |
| E 171 P | | | | | 619.5 | 5.1 THERMAL | 4130 | 8.6 |
| 171 WP | | | | | 625.2 | 5.7 MECCA | 4136 | 14.3 |
| 171 P | | | | | 633.3 | 8.1 MORTMAR | 4145 | 22.4 |
| 171 P | | | | | 639.6 | 6.3 FERRUM | 4152 | 28.7 |
| 171 P | | | | | 646.8 | 7.2 BERTRAM | 4159 | 35.9 |
| 171 P | | | | | 655.6 | 8.8 FRINK | 4168 | 44.7 |
| 171 P | | | | | 660.1 | 4.5 WISTER | 4172 | 49.2 |
| N 244 S 175 Yard Limits BKP | AM s 12.28 | | s 5.01 | s 3.00 | 667.5 | 7.4 NILAND | 4179 | 56.6 |
| 171 P | | | | | 674.4 | 6.9 IRIS | 4186 | 63.5 |
| 171 P | | | | | 682.0 | 7.6 REGINA | 4194 | 71.1 |
| 171 P | | | | | 690.1 | 8.1 ACOLITA | 4202 | 79.2 |
| 171 P | | | | c f 3.40 | 698.1 | 8.0 GLAMIS | 4210 | 87.2 |
| 171 P | | | | | 706.0 | 7.9 CLYDE | 4221 | 95.1 |
| 171 P | | | | | 712.3 | 6.3 CACTUS | 4224 | 101.4 |
| 171 P | | | | | 720.7 | 8.4 DUNES | 4233 | 109.8 |
| P | | | | | 726.1 | 5.4 ARAZ JCT. (No. 2 Track / No. 1 Track) | 4238 | 115.2 |
| P | | | | | 727.0 | 0.9 ARAZ | 4239 | 116.1 |
| Yd. Lmts. BKDOTYP | s 1.55 AM | 12.20 AM | s 6.20 PM | s 4.55 AM | 731.9 | 4.9 COLORADO | 4244 | 121.0 |
| | | | | | 732.7 | 0.8 TO-R YUMA | 4245 | 121.8 |
| | Arrive Daily | Ar. Daily Ex. Sat. Sun. Mon. | Arrive Daily | Arrive Daily | | (121.8) | | |
| | 2 | 370 | 4 | 40 | | | | |

Automatic Block Signal System — DT Centralized Traffic Control

## WESTWARD — FIRST CLASS

| 3 Golden State | 1 Sunset Limited | 39 Imperial |
|---|---|---|
| Arrive Daily | Arrive Daily | Arrive Daily |
| AM c 3.55 | c PM s 12.45 | s AM 1.15 |
| | | |
| | | |
| | | |
| | | c 12.59 |
| | | f 12.50 AM |
| | | |
| | | |
| | | |
| | | |
| s 3.01 | s 11.50 AM | s 11.55 PM |
| | | |
| | | |
| | | |
| | | f 11.10 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| 1.55 AM | 10.45 AM | 10.25 PM |
| Leave Daily | Leave Daily | Leave Daily |
| 3 | 1 | 39 |

## WESTWARD

| Capacity of sidings | EASTWARD Mile Post Location | Timetable No. 212, April 27, 1958 — STATIONS | Station Number | WESTWARD Distance from Calexico |
|---|---|---|---|---|
| N 244 S 175 Yard Limits BKYP | 667.5 | TO NILAND | 4179 | 41.0 |
| Yard Limits 86 YP | 675.7 | 8.2 TO CALIPATRIA | 4508 | 32.8 |
| Yard Limits BKP | 686.2 | 10.5 TO BRAWLEY | 4519 | 22.3 |
| Yard Limits 127 P | 695.6 | 9.4 TO IMPERIAL | 4528 | 12.9 |
| BKYP | 699.4 | 3.8 TO EL CENTRO | 4532 | 9.1 |
| 65 P | 704.0 | 4.6 HEBER | 4537 | 4.5 |
| Yard Limits 171 BKP | 708.5 | 4.5 TO CALEXICO | 4541 | 0.0 |
| | | (41.0) | | |

Automatic Block Signal System

### ADDITIONAL STATIONS

| Capacity and Direction of entry into spurs | | Mile Post | NAME | Station Number |
|---|---|---|---|---|
| 95 | E | 637.8 | Salton | 4150 |
| .. | .. | 642.1 | Durmid | 4154 |
| 4 | E | 684.6 | Amos | 4197 |
| .. | E | 716.6 | Ogilby | 4229 |
| | | | Calexico Line | |
| 70 | .. | 672.0 | Estelle | 4505 |
| 37 | .. | 681.0 | Rockwood | 4514 |
| 65 | .. | 690.3 | Grape | 4523 |
| 33 | .. | 691.3 | Carlton | 4524 |
| 21E | .. | 701.5 | Jewett (Spur) | 4534 |

**RULE 5.** Time at Niland applies at station sign.

EASTWARD ↓

Timetable No. 212
April 27, 1958
Sandia Branch
STATIONS

| Capacity of sidings | Mile Post Location | | STATIONS | Station Number | Distance from El Centro |
|---|---|---|---|---|---|
| Yard Limits YP | 675.7 | TO | CALIPATRIA | 4508 | 38.0 |
| Yd. Lmts. YP | 703.5 | | 27.8 HOLTVILLE | 5328 | 10.2 |
| Yd. Lmts. BKYP | 713.7 | TO | 10.2 EL CENTRO | 4532 ↑ | 0.0 |
| | | | (38.0) | | |

WESTWARD ↑

ADDITIONAL STATIONS

| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
|---|---|---|---|
| 18E .. | 681.8 | Turn ..... (Spur) | 5306 |
| 32 .. | 686.8 | Munyon ..... | 5311 |
| 25 .. | 689.8 | Moss ..... | 5314 |
| 33 .. | 691.7 | Orita ..... | 5316 |
| 21 .. | 694.2 | Curlew ..... | 5319 |
| 30 .. | 697.5 | Sandia ..... | 5322 |
| 9W .. | 699.4 | Fuller ..... (Spur) | 5324 |
| 54 .. | 704.5 | Rico ..... | 5329 |
| 44 .. | 707.6 | Meloland ..... | 5332 |
| 17E .. | 710.6 | Anza ..... (Spur) | 5335 |

EASTWARD ↓

Timetable No. 212
April 27, 1958
Westmorland Branch
STATIONS

| Capacity of sidings | Mile Post Location | | STATIONS | Station Number | Distance from Westmorland |
|---|---|---|---|---|---|
| Yd. Lmts. YP | 675.7 | TO | CALIPATRIA | 4508 | 12.6 |
| | 688.3 | | 12.6 WESTMORLAND | 5213 ↑ | 0.0 |
| | | | (12.6) | | |

WESTWARD ↑

ADDITIONAL STATIONS

| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
|---|---|---|---|
| 14E .. | 679.1 | Verdant ..... (Spur) | 5203 |
| .. .. | 680.6 | Shamrock ..... | 5205 |
| 21 .. | 683.1 | Fondo ..... | 5207 |

# SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

## CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

| Train | STATION | KIND | FREQUENCY | FOR REVENUE PASSENGERS | | FOR OTHER TRAFFIC |
|---|---|---|---|---|---|---|
| | | | | RECEIVE TO (or beyond) | DISCHARGE FROM (or beyond) | |
| 1 | Beaumont | Flag | Daily | Alhambra | Phoenix | |
| 1 | Indio | Second stop when necessary | Daily | | | Entrain or detrain pullman passengers |
| 2 | Indio | Second stop when necessary | Daily | | | Entrain or detrain pullman passengers |
| 3 | Indio | Second stop when necessary | Daily | | | Entrain or detrain pullman passengers |
| 3 | Indio | Flag | Daily | Alhambra | Phoenix | |
| 3 | Indio | Stop | Daily | | | Entrain mail clerk |
| 3 | West Palm Springs | Flag | Daily | Alhambra | Phoenix | |
| 3 | West Palm Springs | Stop | Daily exc. Sun. & Hol | | | Exchange first-class U. S. Mail |
| 4 | West Palm Springs | Flag | Daily | Phoenix | Alhambra | |
| 4 | West Palm Springs | Stop | Daily exc. Sun. & Hol | | | Exchange first-class U. S. Mail |
| 4 | Indio | Second stop when necessary | Daily | | | Entrain or detrain pullman passengers |
| 4 | Indio | Flag | Daily | Phoenix | Alhambra | |
| 4 | Indio | Stop | Daily exc. Sun. & Hol | | | Exchange first-class U. S. Mail |
| 39 | Thermal | Flag | Daily | | Wellton | |
| 39 | Banning | Flag | Daily | Alhambra | Wellton | |
| 39 | Beaumont | Stop | Daily | | | Exchange U. S. Mail |
| 39 | Ontario | Flag | Daily | | | |
| 40 | Beaumont | Flag | Daily | East of Wellton | Alhambra | |
| 40 | Banning | Flag | Daily | East of Wellton | Alhambra | |
| 40 | Glamis | Stop | When requested by TBM | | | Dispatch U. S. Mail |
| 57 | Burbank | Flag | Daily | Mojave | | Dispatch U. S. Mail |
| 58 | Burbank | Flag | Daily | | Fresno | |
| 90 | Carpenteria | Stop | Sun. & Hol. only | | | Exchange U. S. Mail |
| 91 | Simi | Flag | Daily | Any Station | Any Station | |

Revenue passenger trains, except exclusively Government business must stop at Glendale.

**RULE 5.** Schedule times shown in small type indicate special instructions in the timetable govern movement.

**RULE S-72.** Westward trains are superior to trains of the same class in the opposite direction.

**RULE 93.** Employees operating on tracks of Los Angeles Union Passenger Terminal are subject to rules of that company and are required to have copy and be conversant with current rules and regulations of LAUPT.

**RULE 105.** Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "N" for North, and "S" for South, are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

## SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

**RULE 82-A.** Trains to or from San Joaquin Division authorized on San Joaquin or Los Angeles Division are also authorized between Los Angeles or Los Angeles Yard and Burbank Jct. and will display numbers and signals, if any, accordingly between Los Angeles or Los Angeles Yard and Burbank Jct.

Trains to San Joaquin Division originating at Los Angeles or Los Angeles Yard must obtain San Joaquin Division clearance and need not obtain Los Angeles Division clearance; and need not obtain clearance at Burbank Jct. if cleared by train-order signal.

Eastward regular trains and sections thereof from San Joaquin Division need not obtain clearance at Burbank Jct.

Trains with SP clearance obtained at Los Angeles Yard are authorized to operate as an extra train within yard limits on Puente Branch.

Trains via Puente Branch will obtain UPRR clearance and train orders, if any, at Los Angeles Yard which will apply on UPRR between Puente Jct. and Bartolo.

Crews called to operate Nos. 836 and 838 will obtain clearance and train orders, if any, at Los Angeles Yard.

Clearance, and orders, if any, will be delivered by messenger from Los Angeles Yard to light engines originating at Taylor Roundhouse.

**RULE 83.** Identification may be made by eastward trains on double track between Santa Barbara and East Santa Barbara to be applied at end of double track. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

When a regular train or section of schedule is checked at Los Angeles it will not be necessary to obtain check of the same train at Burbank Jct. when moving to San Joaquin Division.

**RULE 83-A.** At the following station only trains indicated will register:

Los Angeles Yard, originating or terminating, except light engines to or from Ventura Subdivision.

**RULE 83-B.** At open train-order offices, trains may register by ticket as follows:

Santa Barbara...First-class, and trains consisting of passenger equipment only.

Firestone Park.....Westward trains.

**RULE 93.** Trains and engines entering and leaving Los Angeles Union Passenger Terminal operate on tracks of that company.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signal at signal bridges 3, 4 or 6 will, if signal does not clear, call signal operator on telephone located on signal bridge.

**RULE 95.** Nos. 835, 836, 837 and 838, or sections thereof, are authorized to display indicators between Los Angeles Yard and Firestone Park.

**RULE 97.** Extra trains must not run via Santa Paula or Burbank branches unless train order so specifies.

**RULE D-97-A.** Applies between Santa Barbara and East Santa Barbara and between Burbank Jct. and Los Angeles.

**RULE 105.** Oxnard—West switch to siding located at Signal 4078. Inside switch on siding must be left lined for drill track.

Northridge—Track north of main track is westward siding;
Track south of main track is eastward siding.

Eastward trains entering siding at Camarillo; and westward trains entering siding at Oxnard and Ortega will stop back of the home signal until the switch is thrown to enter the siding.

**Saugus.** Westward siding extends from MP 451.5 to connection with main track just west of Signal 4505.

Eastward siding is first track north of main track and is west of station building, and may also be used by trains and engines when necessary to do switching on corral or house track.

Trains or engines must not foul westward siding from east end of Bunnell storage track until telephone permission is received from train-order operator.

**Montalvo.** Light engines from Oxnard intending to turn at Montalvo must go to east end of siding and enter Santa Paula Branch main track to reach wye track.

**Saticoy.** Siding extends from crossover at D street to East switch.

**RULE 208.** Third and fourth paragraphs will not apply to westward trains at Burbank Jct. via Sun Valley or Hewitt when train to which restricting order is addressed is entering siding.

**RULE 221.** Los Angeles Yard is a train-order office only for trains originating.

Firestone Park is train-order office for eastward trains only.

Thenard Tower is train-order office for westward trains only.

Burbank Jct. is a train-order office for westward trains only.

Tain-order office Santa Barbara is located at freight station. Crews of westward passenger trains will receive orders at train-order office, and deliver them to relieving crews at passenger station.

Light will not be displayed in train-order signals on Santa Paula Branch except when train-order operator is on duty.

Light will not be displayed in train-order signals on Ventura Subdivision east of Firestone Park, except when train-order operator is on duty.

**RULE D-251.** Will apply as follows:

**Both tracks between Burbank Jct. and Los Angeles.**

## SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

**RULE 82-A.** Trains with SP clearance obtained at Colton or Puente are authorized to operate as an extra train within yard limits on Puente Branch.

Trains with SP clearance obtained at Los Nietos are authorized to operate as an extra train within yard limits on Puente Branch and as an extra train on Colton Subdivision.

Trains via Puente Branch will obtain UPRR clearance and train orders, if any, at Colton, Puente or Los Nietos which will apply on UPRR between Puente Jct. and Bartolo.

Eastward first-class trains and trains consisting of passenger equipment only, authorized on Colton Subdivision and operating through Indio Yard with same conductor and engineer are thereby authorized on Salton Subdivision without obtaining a clearance at Indio Yard.

Westward first-class trains and trains consisting of passenger equipment only, authorized on Salton Subdivision and operating through Indio Yard with same conductor and engineer are thereby authorized on Colton Subdivision without obtaining a clearance at Indio Yard.

**RULE 83-A.** At the following stations only trains indicated will register:

Indio Yard: Trains originating and terminating.

**RULE 83-B.** At open train-order offices trains may register by ticket as follows:

Firestone Park.....Westward trains.

**RULE 95.** Trains are authorized from CTC limits to Colton, being governed by block signals whose indications will supersede the superiority of trains.

**RULE D-97-A.** Applies between Los Angeles and Alhambra, and between MP 609.74 Indio and MP 618.41 Thermal.

**RULE 204.** First-class trains and trains consisting of passenger equipment only, of Colton or Salton Subdivisions, operating through Indio Yard with same conductor and engineer may be issued train orders on one subdivision that affect their movement on Colton or Salton Subdivisions.

**RULE 221.** Colton is train-order office for trains originating only.

Light will not be displayed in train-order signals on Colton Subdivision east of Firestone Park, except when train-order operator is on duty.

Conductors and Engineers of trains operating between Puente and Los Nietos are not required to obtain an SP Clearance at Puente or Los Nietos except on the initial trip between these stations.

**RULE D-251.** Will apply as follows:

Both tracks between Los Angeles, Alhambra, and between MP 609.74, Indio, and MP 618.41, Thermal.

## SPECIAL INSTRUCTIONS — SALTON SUBDIVISION

**RULE 21-C.** Trains authorized on Salton Subdivision or Wellton Subdivision of the Tucson Division will display indicators and signals, if any, between end of CTC, Yuma and East Yard.

**RULE 82-A.** Eastward first-class trains and trains consisting of passenger equipment only, authorized on Colton Subdivision and operating through Indio Yard with same conductor and engineer are thereby authorized on Salton Subdivision without obtaining a clearance at Indio Yard.

Westward first-class trains and trains consisting of passenger equipment only, authorized on Salton Subdivision and operating through Indio Yard with same conductor and engineer are thereby authorized on Colton Subdivision without obtaining a clearance at Indio Yard.

Trains authorized between Calexico and Niland are not required to obtain clearance at Niland.

**RULE 83-A.** At the following stations only trains indicated will register:

Indio Yard: Trains originating and terminating.

Conductor of train, or engineer of light engine, may report arrival at Calexico to train-order operator.

**RULE 97.** Extra trains must not run via Sandia Branch unless train order so specifies.

**RULE D-97-A.** Will apply between end of CTC, MP 732.45, Yuma and East Yard, and between MP 609.74, Indio and MP 618.41, Thermal.

**RULE 105. Thermal:** Eastward siding extends between eastward absolute signal, MP 618.41, beginning of CTC and westward absolute signal at spring switch, MP 620.15,

Westward trains must not use this siding without obtaining permission from train dispatcher.

Calexico: Siding is first track north of main track extending from MP 706.84 to MP 708.59.

**RULE 204.** First-class trains and trains consisting of passenger equipment only, of Colton or Salton Subdivisions operating through Indio Yard with same conductor and engineer may be issued train orders on one subdivision that affect their movement on Colton or Salton Subdivisions.

**RULE D-251.** Will apply as follows: On both tracks between MP 609.74, Indio and MP 618.41, Thermal.

On both main tracks between end of CTC, MP 732.45, Yuma and East Yard.